

THE HAWAIIAN STAR

DAILY SEMI-WEEKLY.

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Daily, anywhere in the islands, six months.	4.00
Daily, anywhere in the islands, one year.	8.00
Daily, to foreign countries, one year.	12.00
Semi-Weekly, anywhere in the islands, one year.	2.00
Semi-Weekly to foreign countries, one year.	3.00

Advertising rates supplied upon request.

L. D. TIMMONS, MANAGER
Business office telephone, 2365; postoffice box, 366.

Oceanic Steamship Company

Sierra Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
JAN. 27	FEB. 2	FEB. 6	FEB. 12
FEB. 16	FEB. 22	FEB. 28	MAR. 5
MAR. 8	MAR. 15	MAR. 20	MAR. 26
MAR. 30	APR. 5	APR. 10	APR. 16

RATES from Honolulu to San Francisco: First Class, \$65; Round Trip, \$110. Family Room, extra.

Reservations will not be held later than Forty-Eight hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

C Brewer & Co., Ltd.

GENERAL AGENTS.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY, between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Auckland, N. Z.

FOR FIJI AND AUSTRALIA	FOR VANCOUVER
S. S. ZEALANDIA.....JAN. 31	S. S. MAKURA.....FEB. 27
S. S. MARAMA.....FEB. 23	S. S. ZEALANDIA.....MAR. 26
S. S. MAKURA.....MAR. 27	S. S. MARAMA.....APR. 23
S. S. ZEALANDIA.....APR. 24	

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

Theo. H. Davies & Co., Ltd., Gen'l Agents

Pacific Mail Steamship Co.

Steamers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:

For the Orient:	For San Francisco.
S. S. PERSIA.....FEB. 20	S. S. KOREA.....FEB. 2
S. S. KOREA.....FEB. 26	S. S. SIBERIA.....FEB. 17
	S. S. CHINA.....FEB. 23

* Will call at Manila.

For general information apply to

H. Hackfeld & Co., - - - - - Agents

Matson Navigation Co.'s Schedule, 1912

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

Arrive from San Francisco. Sail for San Francisco.

S. S. LURLINE.....FEB. 14	S. S. HONOLULAN.....FEB. 7
S. S. WILHELMINA.....FEB. 20	S. S. LURLINE.....FEB. 20
S. S. HONOLULAN.....FEB. 27	S. S. WILHELMINA.....FEB. 28
S. S. LURLINE.....MAR. 13	S. S. HONOLULAN.....MAR. 6
S. S. WILHELMINA.....MAR. 19	S. S. LURLINE.....MAR. 19

S. S. Hilonian sails from San Francisco for Honolulu direct on or about February 5th.

S. S. Hyades sails from Seattle for Honolulu direct on or about February 17.

CASTLE & COOKE, LT. D., GENERAL AGENTS.

American-Hawaiian Steamship Co.

FROM NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:

S. S. MEXICAN.....TO SAIL ABOUT FEB. 5.	
S. S. COLUMBIAN.....TO SAIL ABOUT FEB. 16	
S. S. ALASKAN.....TO SAIL ABOUT FEB. 27.	

For further information apply to

H. HACKFELD & CO., LTD., Agents, Honolulu.

C. P. MORSE, General Freight Agent.

Toyo Kisen Kaisha.

Steamers of the above Company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT:	FOR SAN FRANCISCO:
S. S. NIPPON MARU.....FEB. 5	S. S. SHINYO MARU.....FEB. 9
S. S. TENYO MARU.....FEB. 12	S. S. CHIYO MARU.....MAR. 8
S. S. SHINYO MARU.....MAR. 5	NIPPON MARU.....MAR. 29
CHIYO MARU.....APR. 2	TENYO MARU.....APR. 5

Castle & Cooke, Ltd., Agents

WHEN THE
UNION-PACIFIC TRANSFER CO.

HANDLE YOUR BAGGAGE IT GETS ON THE RIGHT
STEAMER.

Office King St., next Young Hotel. Telephones 1874 and 1875.

Shipping And Waterfront News

(Additional Shipping on Page Five.)

THOMAS TOMORROW FROM MANILA

Will Sail Again at 5:30 For San Francisco
--Sierra Coming at Six Today--Korea
Away--Waterfront News.

TIDES, SUN AND MOON.

Full moon February 2 at 1:27 p. m.

Time	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Jan. 29	8:15	1:10	11:10	5:20	8:31	1:38	5:30	2:17		
30	1:28	2:1	1:02	6:26	9:12	6:27	6:51	3:29		
31	2:18	2:3	2:04	7:25	9:54	6:37	7:52	4:32		
1	3:01	2:4	2:38	8:20	10:38	6:38	8:52	5:37		
2	3:45	2:4	3:30	9:11	11:05	6:38	9:52	6:38		
3	4:24	2:3	4:06	10:01	11:55	6:38	10:53	7:05		
4	5:02	2:1	5:24	10:50	12:52	6:38	11:53	8:04		

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 167 degrees 30 min. The time whistle blows at 1:30 p. m., which is the same as Greenwich 9 hours 0 minutes. The sun and moon are for local time for the whole group.

THE MAILS.

To San Francisco, per Sierra, February 6.
From San Francisco, per Sierra, February 2.
From the Orient, per Shinyo Maru, February 9.
To the Orient, per Nippon Maru, February 5.
To Australia, per Marama, February 28.
From Australia, per Makura, February 27.

SHIPPING IN PORT.

(Government Vessels.)
U. S. N. tug Navajo from Mare Island, July 20.
U. S. S. California, West Virginia, Colorado and South Dakota.
Glacier from San Francisco, December 24.

(Merchant Vessels.)
Erskine M. Phelps, from San Francisco, January 5.
Flaurence Ward, from Midway Island, January 15.
Honolulu, from San Francisco, February 1.
Elfrida, from Hamburg, January 31.

VESSELS DUE HERE.

From San Francisco
Sierra, February 2.
Nippon Maru, February 5.
Tenyo Maru, February 12.
Lurline, February 14.
Persia, February 20.
From Australia,
Makura, February 27.
Zealandia, March 26.
Marama, April 23.
Makura, May 21.
Zealandia, June 18.
Marama, July 16.
From the Orient.
Nippon Maru, February 9.
Siberia, February 1.
China, February 23.

PROJECTED DEPARTURES.

For San Francisco.
Sierra, February 6.
Honolulu, February 7.
Shinyo Maru, February 9.
Siberia, February 17.
For Australia.
Marama, February 28.
Makura, March 27.
Zealandia, April 24.
Marama, May 22.
Makura, June 19.
Zealandia, July 12.
Marama, August 14.
For the Orient.
Nippon Maru, February 5.
Tenyo Maru, February 12.
Persia, February 20.
Korea, February 26.

INTER-ISLAND SAILINGS.

For Hawaii Ports via Maui.
Mauna Kea, L. I. S. N. Co., every Tuesday.
Claudine, Inter-Island S. N. Co., every Friday.

For Maui, via Molokai.
Mikahala, every Tuesday.

For Kauai Ports.
W. G. Hall, L. I. S. N. Co., every Thursday.

Kinau, L. I. S. N. Co., every Tuesday.

For Kona and Kau Ports.
Kilauea, L. I. S. N. Co., alternate Tuesdays and Fridays.

SEE THE PINEAPPLES GROW.

The two-day, ten-dollar, excursion to Haleiwa, with opportunities for visiting the pineapple plantations and viewing the miles of plants bearing golden yellow fruit ready for cutting, is attracting many tourists. The trip is an enjoyable one; the guests are accommodated at beautiful Haleiwa and given a stage ride to the plantations—all included in the price of a ticket sold at the station of the O. R. & L. Company, Palama.

THE SANTA MARIA DUE SOON.

The Santa Maria is on her way here with a cargo of oil. She should arrive in a few days, for the operator on her was talking to the operator on the Korea a couple of nights ago.

THE KOREA OUT THIS MORNING.

A wireless message to the Quartermaster's Department, received through the naval station, was to the effect that the transport Thomas will be here at noon tomorrow from Manila. She will go to the Alakea dock, and will sail for San Francisco at half-past five the same afternoon.

She will take mail to San Francisco. This will close at the post-office at four o'clock, if the hour of sailing is adhered to.

KOREA JUST ESCAPED ACCIDENT.

The Korea stood in the stream for a little while this morning before she started down the harbor for the channel. The mooring ropes looked for a time like getting tangled with the port propeller. The little launch that was in attendance moved them before they were in real danger, and then the liner stood out on her way.

SIERRA WILL BE LATE.

For the first time in her history as an oilburner, the Sierra will be late in arriving this trip. She has wireless in that she will be about twelve hours late, which means that she will be here about six o'clock tonight. With the Sierra delayed so long, it must have been a terrible gale that she ran into. For months now she has been running dead on time, irrespective of the weather met with on the way over.

A NEW CANADIAN.

A 13,500-ton steamer for the Union Steamship Company of New Zealand is now under construction in Messrs. John Brown and Company's yard on the Clyde, according to the latest advices from Australia.

Sir James Mills says the new vessel will be the largest and most luxuriously-fitted British passenger steamer running south of the line, or in the Pacific. Her dimensions will be 522 feet 6 inches in length between perpendiculars, and 65 feet in breadth. She will be a triple-screw, driven by combination engines of high power; and she will be the first British mail steamer to be equipped for the burning of liquor fuel. The bunkers will be constructed to carry between 4000 and 5000 tons of oil. This quantity will be taken at Vancouver, and will be sufficient for the round voyage. The vessel is expected to consume between 30 and 100 tons of oil per day.

A shipping correspondent comments as follows: "Sir James Mills has made a careful study, on the spot, of the actual working results of American and Japanese steamers running on the Pacific, and using liquor fuel. The bold lead taken by this New Zealand company speaks volumes for the enterprise and foresight of its directors. In this important matter of steam-raising as applied to a fast British passenger ship."

REMARKABLE CHINESE CRUISER.

Under this heading a London paper says: The trials of the Chinese cruiser Yin Swee, built by Messrs. Vickers, Limited, at Harrow, have been successfully completed. This remarkable vessel was specially designed by her builders for the training of the officers of the Chinese navy. She is fitted with a great variety of armament and machinery so as to enable officers and men to acquaint themselves with her mechanism and thus be able to manipulate similar features on light and heavy fighting ships. She has two types of boilers, cylindrical and water tube, six different types of guns, unduplicated auxiliary machinery of different designs, and she is strongly protected. On her full-power trial she attained 21½ knot speed, and on her low-power trial, with little more than one-fifth of the total horse-power during 24 hours' steaming, nearly 12½ knots. Her guns and torpedoes and her varied mechanism were tested on her trial with satisfactory results.

VESSELS IN WIRELESS TOUCH.

The local wireless office reports that it is in touch with the Sierra due about six o'clock tonight, the Zealandia which left yesterday afternoon for Australia, the Marama now en route to Victoria and Vancouver, the Mongolia en route to the Orient and the Wilhelmmina which left for San Francisco last Wednesday morning.

CROWN OF ARRAGON COMING.

Fred L. Waldron, Ltd., has received advices that the Crown of Arragon left Liverpool on Tuesday last for Honolulu via ports. She may be looked for at the end of March or early in April.

SANTA MARIA DUE SOON.

The Santa Maria is on her way here with a cargo of oil. She should arrive in a few days, for the operator on her was talking to the operator on the Korea a couple of nights ago.

THE KOREA OUT THIS MORNING.

The Korea continued her voyage to the coast this morning. She took a good sized passenger list from here, and a few lines of island products. She is due at San Francisco Thursday morning.

NOTICE TO MARINERS.

Lieut. Leo Sahm, U. S. N., inspector of Nineteenth L. H. District, gives notice as follows:
Hawaiian Islands, Maui Island, Wailuku coast, Spartan reef bell buoy, 1, reported adrift, will be replaced as soon as practicable. List of buoys, etc., Nineteenth District, 1911, p. 9. C. & G. S. Chart 4116.

Per S. S. Zealandia to Australia via ports, yesterday.—F. W. Cane, Miss G. Hopkins, Captain and Mrs. Whitehead, O. T. Griffith, Mr. and Mrs. R. Humphries, P. Barnard, Miss P. Hawthorne, C. Robertson, Miss Robertson, Dr. and Mrs. P. Simmons, Rev. Father Snyder, A. A. Pare, Mr. and Mrs. J. Hutton, Von Arx Theatrical Co. (five in party), J. Rowan, B. K. Miller, Miss M. Miller, Dr. and Mrs. Wm. Patton, Mr. and Mrs. P. Picton, A. P. Tom, A. Rawlinson and R. Rawlinson.

Per S. S. Marama to Victoria and Vancouver on Wednesday.—Mrs. G. R. Sly, Mrs. W. A. Kinney and five children, Mr. and Mrs. Davis Whitecomb, P. J. Andree, Mr. and Mrs. C. T. Jackson, Miss M. Whitfield, Mr. and Mrs. E. J. Howard, J. J. Lindley, Mr. J. McCaulay, Mrs. H. E. Newland and Mrs. W. F. Diaz, Mr. and Mrs. J. A. McGee, Dr. and Mrs. Mackay and child and T. W. Holland.

Per S. S. Korea for San Francisco, this morning.—Mr. and Mrs. L. A. Schneider and daughter, Mr. and Mrs. F. L. Sellick, Captain and Mrs. Sydney Height, two children and maid, C. Du Roi, Mr. and Mrs. E. L. French, B. B. Mayer, Geo. K. Mayer, S. Moses, Mr. and Mrs. W. B. Stockham, Miss Mary Hook, Mr. and Mrs. W. E. Kier and child, Miss H. Nicholl, Miss E. Clark, Mrs. W. C. Calhoun, Mrs. S. M. Anderson, Mrs. J. A. Magoon, Mr. and Mrs. S. C. Ashton, J. Schwartz, Mr. and Mrs. W. V. Thomas, Mrs. B. Lombard, Jr., Mrs. B. L. Harding, C. Foster, Mrs. D. Brown, Mrs. A. K. Wheeler, H. R. O'Neil, J. C. Winkler, A. P. Gay, C. Gardner, W. A. Fitzpatrick, Mr. and Mrs. S. Burnes and daughter, L. C. Hamilton, G. Menzel.

OIL ENGINES FOR SHIPS.

In connection with the shipping industry few developments, says Pall Mall Gazette, have been more remarkable than the progress made with the use of internal combustion engines for marine purposes.

Up to a year ago they were confined to small river vessels and yachts; today there are building, or about to be built, with a view to classification in Lloyd's Register, no fewer than twelve ocean-going ships which will be fitted with oil engines, the largest of them exceeding 3000 tons gross, while the fact that a motor-driven boat of 14,000 tons is actually in contemplation suggests that an even more notable advancement is about to take place.

Now, however, oil-engined boats for liner dimensions are being got ready for service. For the Danish East Asiatic Company there was launched at Copenhagen on November 4 the Zealandia, of 5000 tons, while a sister ship, the Jutlandia, was put into the water recently on the Clyde. Each vessel is about 390 feet long, with a beam of 53 feet, the propelling machinery consisting of Diesel engines, capable of developing 2900 horsepower.

Both are to have three masts, and the funes from the engine room will be led up inside the mizenmast and exhausted at a height of 48 feet above the deck, the siren on the mainmasts being operated by compressed air.

There are also building in German yards for the Hamburg-American Line two motor boats of 6000 and 8000 tons, and it is expected that they will be ready for sea trial in January, while a similar vessel of 4500 tons is in course of construction at West Hartlepool for Messrs. Furness, Withy & Co. the first British shipping company to engage in such an enterprise on so large a scale.

In sailing-ship circles the hope appears to be widely entertained that oil engines as auxiliary power may solve the problem of making "wind-jammers" pay. At any rate, several French owners, in furtherance of this policy, have had motors fitted for the purpose, and at Bordeaux lately the five-masted barquet La France, of 6500 tons dead-weight capacity, the largest sailer in the world, was launched for a Rouen firm. She is

provided with two Diesel engines, developing 1800 horsepower, and is intended for the transport of ore from New Caledonia to Europe. The sails and motors combined are estimated to give a speed of seventeen knots in favorable weather and when the latter are not required the shafts are uncoupled and the propellers run free. Apart from other uses, the engines may easily help the vessel off a lee shore, as well as et her out of a region of calms.

THOUSAND-FOOT LINERS.

Sydney Daily Telegraph: Liners of 1000 feet in length are apparently coming nearer every day. There is, it is true, no official confirmation of the statement that Messrs. Harland and Wolff are laying down still another "biggest ship in the world," this time 960 feet long between perpendiculars. But there is more than one circumstance which gives ground for accepting the report. For one thing, when the Olympic was despatched on her maiden voyage it was promised that the Titanic should be followed by a third big ship. For another, the Belfast Harbor board has been discussing the question of widening and lengthening its new graving dock, which is already large enough to accommodate vessels of the size of the Olympic and Titanic. As no other dock in the country can at present take these vessels, the disposition of the Belfast board to forge still further ahead is interpreted as significant. The new Trafalgar dock of Southampton, England, will, of course, presently be able to accommodate the Olympic and the Titanic. But it will not serve for a much bigger ship. On the other hand, Liverpool, which is very anxious to keep the Cunard line in the Mersey, will presently have a graving dock which will practically accommodate a vessel 1000 feet long. It may be that Belfast is no more than desirous of keeping ahead of Liverpool, but it may at least point to the fact that a gantry at Queen's Island is being extended to a length of 1095 feet. Anyhow, the harbor board have, rightly or wrongly, got it into their heads that bigger ships are about due. It transpires that it will be quite easy to widen the entrance of their graving dock from ninety-six feet to 101 feet, and to lengthen it by another 100 feet or 200 feet, practically without putting it out of commission. Clearly, Belfast is ready to continue to set the pace, and by its example to offer much-needed encouragement to other harbor authorities to make ready for the 1000-foot ship.

THE AUSTRALIAN NAVY.

Sydney Daily Telegraph: Progress reports, which have been received through the High Commissioner (Sir George Reid), indicate that the building of the Commonwealth battleship-cruiser Australia and the protected cruisers (second class) Melbourne and Sydney in British yards is proceeding satisfactorily, and it is expected that delivery will be made within contract dates. When these vessels are completed and the local construction of a third second-class cruiser (to be called Brisbane) and three more destroyers (to be called Derwent, Torrens and Swan) has been carried out, the first Commonwealth naval unit will be an accomplished thing. It is so designed as to form the foundation for a navy on a much larger scale under the Henderson proposals. The Royal Australian navy in its first stage will consist of eighteen vessels, which appear in the official list as follows:

Australia, 19,200 tons, turbine engines, building by John Brown & Co., Clydebank, delivery date, September 30, 1912.
Melbourne, protected cruiser, second-class, 5600 tons, turbine engines, building by Cammell, Laird & Co., Birkenhead; delivery date, August 15, 1912.

MANOAITES

AND OTHERS—

may have a good flow of clear water at all times if a

Round Hoop Redwood Tank

is installed.

Estimates and details furnished.

Lewers & Cooke Limited

177 South King Street

Great Club Offers

Hawaiian Star + Garden Island

The Garden Island, the bright, new paper of the island of Kauai, has been doubled in size and is now a more desirable publication in every respect than ever.

The Hawaiian Star (daily) is \$3.00 and Garden Island \$2.50. We offer both, one year, for \$9.00; six months, \$4.80. Or, Semi-Weekly Star (\$2.00) and Garden Island (\$2.50) will be sent to any address for \$3.95.

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